

Comprehensive Plan Amendment No. 94-58

RESOLUTION NO. A-_____

1 WHEREAS, the Directors of Planning, Public Works & Utilities, and the Parks
2 & Recreation Departments have made application to amend Chapter IV (Transportation) of the
3 1994 Lincoln City-Lancaster County Comprehensive Plan to adopt the Boulevard Concept for
4 Public Way Corridors and to incorporate the Lincoln Fringe Area Primary Public Way Corridor
5 Study by reference; and

6 WHEREAS, the Lincoln City-Lancaster County Planning Commission has
7 recommended approval of said proposed amendment.

8 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of
9 Lincoln, Nebraska:

10 That the 1994 Lincoln City-Lancaster County Comprehensive Plan be amended
11 as follows:

12 1. Amend Chapter IV, Transportation, Section C., Future Traffic Volumes
13 and Future Urban Street and Road Network, of the 1994 Lincoln City-Lancaster County
14 Comprehensive Plan on page 106(b) to add the following text:

15 **Lincoln Fringe Area Primary Public Way Corridors**

16 "Public Way Corridors" is an emerging concept reflecting our community's desire to enhance
17 the long term livability of our neighborhoods while accommodating the demand for better
18 vehicular and pedestrian mobility along major transportation routes.

19 The Lincoln Fringe Area Primary Public Way Corridors Study explored strategies for
20 implementing the Public Way Corridor concept for areas within Lincoln's 3-mile jurisdiction,

and is hereby incorporated by reference as an approved component of the Comprehensive Plan. The development of a vision for future Public Way Corridors is the culmination of an eight-month effort undertaken as part of the Comprehensive Plan and Long Range Transportation Plan (LRTP) Update processes. Some of the central issues explored during the Public Way Corridor study included:

- ◆ the creation of a positive physical image for the community;
- ◆ safe and comfortable travel by pedestrians and cyclists;
- ◆ placement of public and private utilities;
- ◆ attractive urban design and landscaping, including street trees; and
- ◆ alternatives for the addition of future traffic lanes;
- ◆ efficient roadway and landscape maintenance.

Figure 32a illustrates the area of application for primary Public Way Corridors. Fringe Area Public Way Corridors are predominantly defined by the mile section line roadway framework as it extends beyond the current City limit and is generally associated with Lincoln's Future Urban Area Boundary. Public Way Corridors are related to both the City's present network of arterials and the County road network. The application of Fringe Area Primary Public Way Corridors is anticipated to expand through later amendments proposed and evaluated in the future as Lincoln's Future Urban Area Boundary grows.

Boulevard Concept

The "Boulevard" concept is a vision for Public Way Corridors that creates a sense of place and a positive physical image for the community while addressing the transportation infrastructure needs in planned growth areas.

The Boulevard is illustrated on Figure 32b. It is a 120-foot multiple use corridor which expands to 130 feet at mile line intersections. The Boulevard that incorporates vehicular circulation, pedestrian circulation, utilities, lighting, and landscaping, in a way that facilitates neighborhood cohesiveness, with consideration given to maintenance and evolution of the corridor over time so as to have minimum negative impact on neighborhoods and businesses. Elements accommodated by this concept include:

- ◆ street trees and landscape screen with low maintenance plant materials
- ◆ a trail and sidewalk for bicycle and pedestrian circulation;
- ◆ up to four through lanes for vehicular traffic;
- ◆ up to three turn lanes at major intersections (dual lefts and one right turn lane);
- ◆ appropriate arrangement and spacing of underground utilities

A Public Way Corridor need not be entirely in the public right-of-way. The Boulevard should utilize a variety of tools to implement the Public Way Corridor concept, providing alternatives to right-of-way acquisition such as easements and outlots. Flexibility in lot depth and setbacks adjacent to the corridor are planned to minimize the economic impact of the Boulevard.

1 Figure 32a reflects the grid roadway network that currently exists in the City and County;
2 however, this illustration is not intended to preclude variation in the grid network to take
3 advantage of opportunities or respond to constraints that arise in the future. The application
4 of the Boulevard Concept is anticipated to be flexible to accommodate a wide variety of
5 physical circumstances, including natural features, topographical differences and variations
6 in the size of the developing area adjacent to the corridor.

7 Ordinance and design standard revisions recommended by the Lincoln Fringe Area Primary
8 Public Way Corridor Study are intended to be adopted to implement the Boulevard Concept.
9 In particular, revisions recommended relative to lot depth and setback requirements should
10 be adopted prior to implementing the concept.

11 2. Add Figure 32a, Lincoln Fringe Area Primary Public Way Corridors, as
12 shown on Attachment "A" which is attached hereto and made a part hereof by reference.

13 3. Add Figure 32b, Boulevard Concept, as shown on Attachment "B" which
14 is attached hereto and made a part hereof by reference.

15 BE IT FURTHER RESOLVED that any other references in said plan which may
16 be affected by the above-specified amendments be, and they hereby are amended to conform
17 to such specific amendments.

Introduced by:

Approved as to Form & Legality:

City Attorney

Staff Review Completed:

Administrative Assistant